



## Alaskan Way Viaduct and Seawall Replacement Project

### SR 520 Bridge Replacement and HOV Project



Washington State  
Department of Transportation



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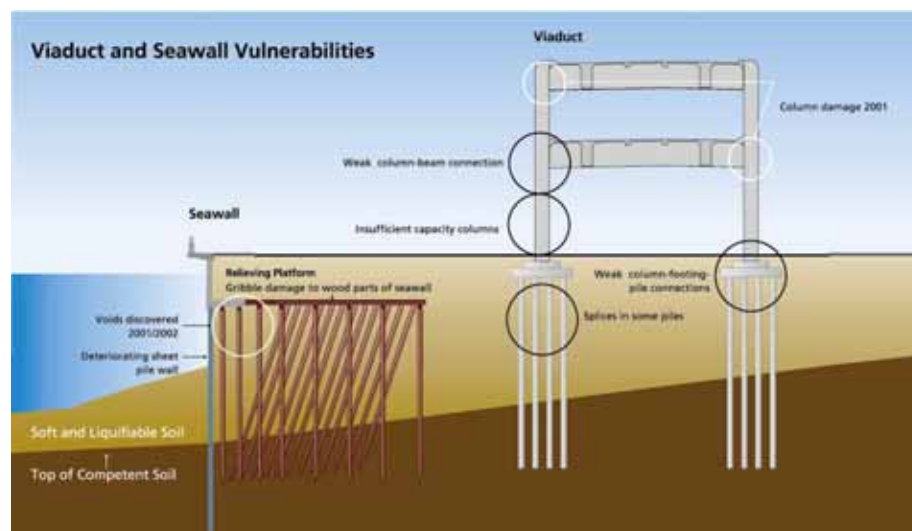


## The Alaskan Way Viaduct and Seawall Replacement Project

Why are FHWA, WSDOT, and the City of Seattle pursuing this project and what are the key assumptions?



## Viaduct and Seawall Need To Be Replaced





## Existing Viaduct Condition



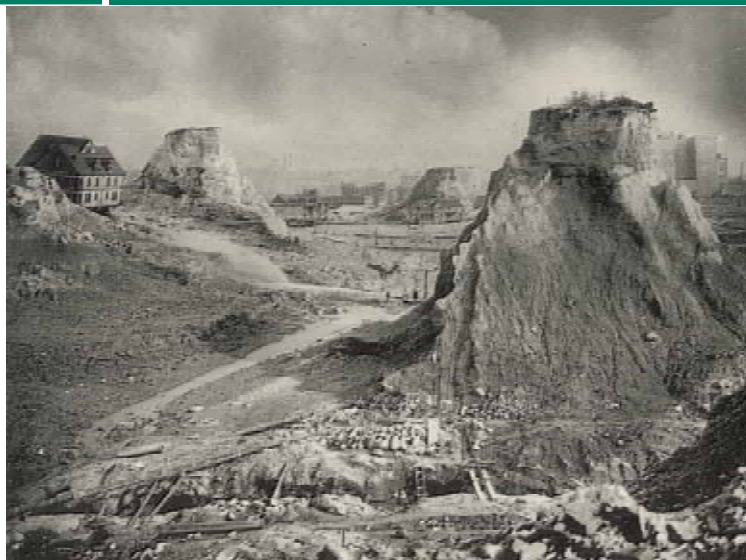
*Spalling concrete on viaduct column*



*Broken rebar on viaduct column*



## Denny Regrade





## Existing Shoreline



## Alaskan Way in 1931



Railroad Avenue, as it exists today is carried on pile and timber structures of varying ages and descriptions. These structures are mainly old and badly decayed and require constant expenditure of funds to keep in repair. In a great many places they have deteriorated so far that entire reconstruction is necessary.



## Existing Seawall Condition



*Seawall is slowly disappearing*



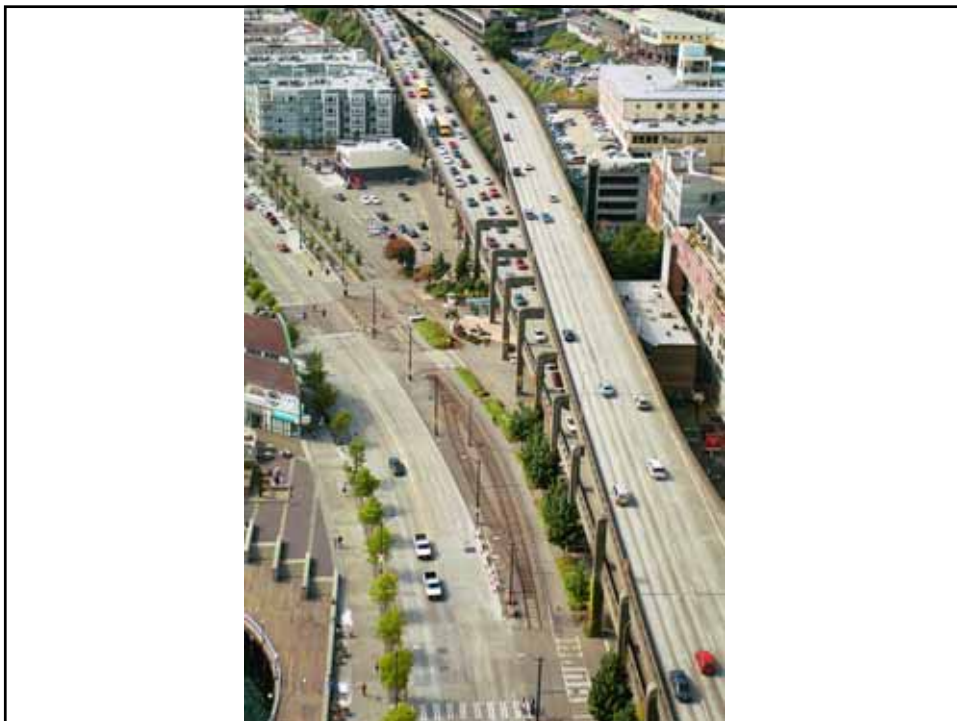
*Test pits confirmed seawall is deteriorating*



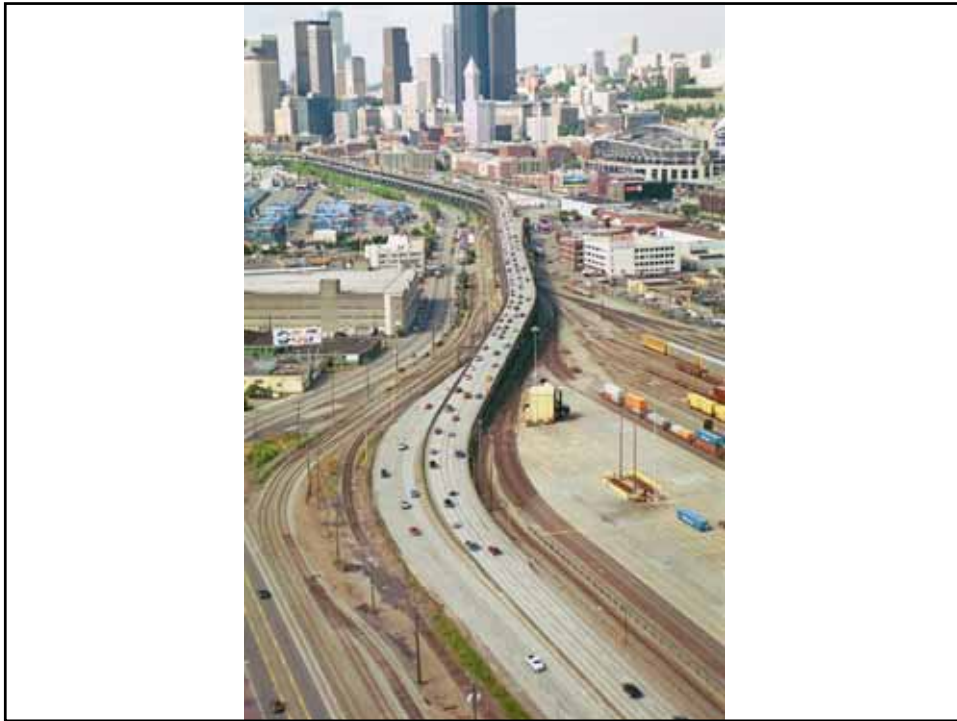
## SR 99 Provides a Critical Transportation Corridor











## Who Uses the Alaskan Way Viaduct Every Day?



To Downtown – 45,000 vehicles



Transit – 500 buses carrying 15,000 people

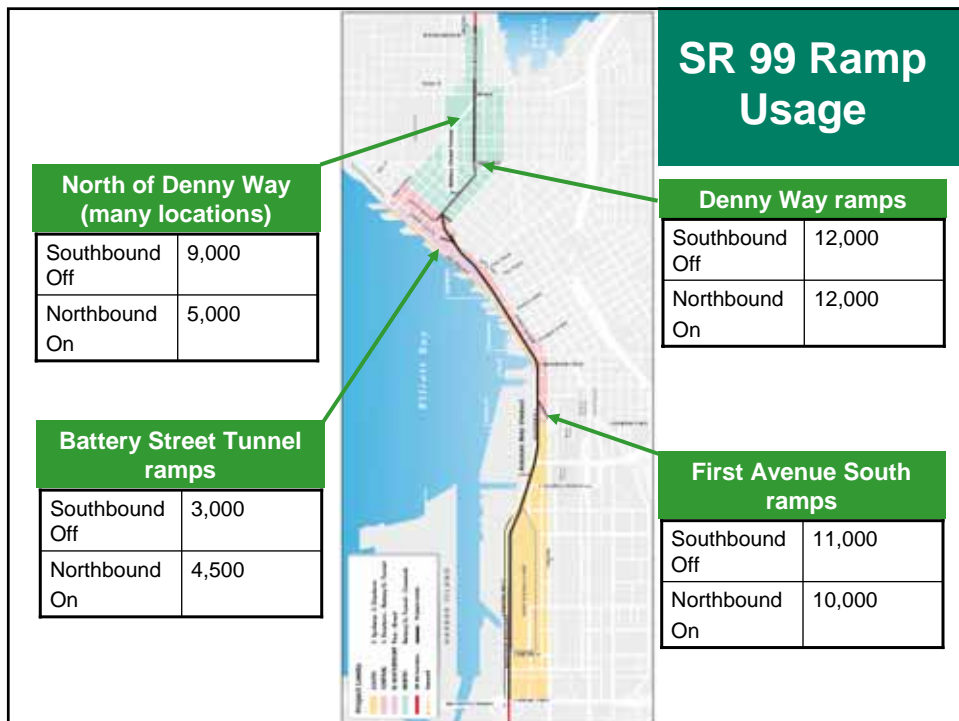
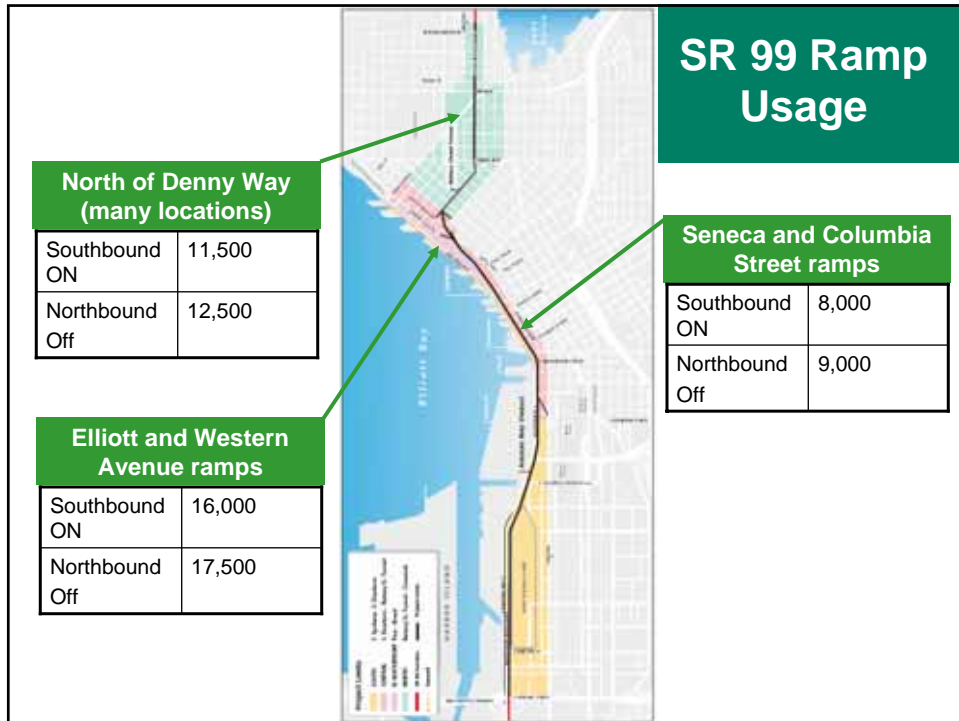


Freight – 4,000 trucks



Through Downtown – 65,000 vehicles







## Project Partners



U.S. Department of Transportation  
Federal Highway Administration

Roadway design criteria  
requirements and guidance

Environmental and fiscal  
oversight



Washington State  
Department of Transportation

Owns the viaduct



City of Seattle

Owns the seawall, the Alaskan  
Way surface street, the right-of-  
way underneath the viaduct, and  
many of the utilities in the corridor



## The Project's Purpose and Need Statement

“The main purpose of the project is to provide a transportation facility and seawall with improved earthquake resistance.”

“The project will maintain or improve mobility, accessibility, and traffic safety for people and goods along the existing Alaskan Way Viaduct Corridor as well as improve access to and from SR 99 from the Battery Street Tunnel north to Roy Street.”



## Key Project Assumptions

- The project will maintain existing capacity
- Schedules and cost estimates are based on full funding and unconstrained flow of funds
- Schedules and cost estimates assume the project partners agree on a preferred alternative
- Cost estimates include the cost of relocating public utilities, but not private
- There will be reduced traffic capacity during construction



## Project Schedule

